FRENCH DARING SEEN
IN SEASON'S STYLES

ALMOST A BLOCK FOR
FRANKLIN SIMON'S

Parising Tastes Still Dominate
the Fashions Fall Opening
at Nichris Shows.

TEXD TO SMALL WAISTS

CONVENTION SAILS BACK

The collegation of the Market States of the States of the

there was a tremendous amount of variety in design and cut and color. No one style stood out paramount. Distinctiveness and the individuality of the designer seemed to be the note.

One saw many models in which pleating was used. One was a broadcloth dress of a dried pea shade, the knes of which fitted the body closely. It was relieved by a touch of silver embroidery in the front and back, and about the bodice were two girdling rows of fine pleating. Beneath was a broader belt of pleating. Beneath was a broader belt of pleating, and the lower half of the skirt was entirely pleated. At the neck there was a proposed to the shopper. The firm has always tried to make the store look like a number of specialty shops gathered together under

were two girdling rows of fine pleating. Henceth was a broader beit of pleating and the lower half of the skirt was entirely pleated. At the neck there was a small V onening covered with chiffon but bound about the neck close under the chin with a beit of brown fur.

In this and in some other models there was a decided tendency toward in ward toward and the small was a decided tendency toward in ward toward toward the record of the medical tendency toward in ward toward the record of the small walst.

A Callet verning come was a gorgeous exhibition of coloring. Brilliant shades of orange and gold and blue suggested the diagnamese. Across the back, just under over the arms in showl fashion. The bottom. In front, the eye caught a daring but the bottom. In front, the eye caught a daring but the bottom. In front, the eye caught a daring but the bottom. In front, the eye caught a daring but harmonious placing of gold with light and deep orange and with a bottom of very dark green velved on the buddle.

Another Callott model was in contrast because of the simplicity and straightiness collecting the same places of the simplicity and straightiness collecting the same places of the simplicity and straightiness collecting the same places and the feet the gerantum colored liming showed. At the back at the mesh but at the feet the gerantum colored liming showed. At the back it was easily with a straight black velvet ribbon softened to a table of chiffon.

In the model was a feet of the contrast the feet the gerantum colored liming showed. At the back was the same places of the feet was a company to the hard was a combination of black velvet and soft tibed black size that a soft to be a fine of the feet the gerantum colored liming showed. At the back was a soft of the feet the gerantum colored liming showed. At the back was a soft of the feet the gerantum colored liming showed. At the back as a professor blood. The first was deconated only by white ermine, which first the analyse of the feet the gerantum colored liming show

envelope shape, in which, on the left side, the black velvet of the brim was brought up over and fastened at a point with a Severe Penalties for United States Aviators Who Trespass.

Passengers for the Olympic when they reached the pier. No. 59, for her sailing yesterday morning found the pier filled with smoke and clanging fire engines. Their fears that the Olympic was on fire and would not sail were allayed when it was learned that the smoke came from the hold of the Cretic, which arrived from the Mediterranean recently with refugees. The fire was discovered among some bales of cotton in hatch No. 3 shortly after 7 o'clock. Two hours of work by the city department aided by fireboats put out the fire, but it was not until long after the Olympic sailed at 10 o'clock that smoke ceased pouring from the forward hatch.

The ship was not damaged seriously, The 700 bales of cotton were practically ruined.

The Balip was not damaged seriously, The 700 bales of cotton were practically ruined. well, Foint Edward (Sarina), Midland Thermory, Sault Ste. Marie, Port Arthur, Le Pas, Fort Neison, Vancouver, Victoria, Pachana Point, Estevan Point, Triangle Island, Cape Largo, Alert Bay, Sheda Head, Dead Tree Point and Prince Rupert,

B. C.

No person is to navigate or be carried in an air craft coming from any place outside of Canada over any part of the boundary or coastline of Canada or its territorial waters except the boundary of

Cars Will Leave by Three Routes for Rochester Convention on October 7.

An automobile pilgrimage has been planned by the New York State Woman Suffrage Association to precede their fortysisth annual convention at Rochester.

The date has been fixed for Wednesday October 7, when all the cars taking part in the procession will gather in Washington arch they will make a tour of New York city, up the east bank of the Hudson. Two routes will lead to Rochester by way of Tarrytown, the other by Yonkers, and cars from other parts of the State will meet them in Rochester.

The car will fly "votes for women" banners, and among the most prominent will be the yellow suffrage car of Gen. Rosule Jones, from which she will make speeches en route. Speeches will be also made by Mrs. James Lees Laidlaw and by Mrs. Willcox of Staten Island. Three diays will be spent on the trip from New York to Rochester. The first route will lead through Yonkers, Dobbs Ferry, Peekskil, Poughkeeprie, Hudson, Albary, Utica and Synaeuse: the second through Tarrytown, Nyack, Suffern, Middletown, Liberty, Deposit, Poughkeepsie, Ithaca and Geneva Tie convention opens in Rochester on October 12.

KILIS WOMAN AS SHE GIVES AID.

Second Divorce Action Follows Rec-

onciliation That Ended First Suit.

## W. A. SEITER SUED BY WIFE. KILLS WOMAN AS SHE GIVES AID.

Former Boarder Shoots as She Offers Him Food-Escapes.

Low of blue silk and a tassel.

SUFFRAGISTS READY

FOR GREAT AUTO TOUR

FIRE SCARE AS OLYMPIC SAILS.

Passengers Find Pier Filled With Smoke From Blaze on Cretic.

Mrs. Margaret O'Connor was shot to death yesterday afternoon in her home at 533 Third avenue by Thomas McNally.

• former bearder, as she was giving him food after hearing his tale of misfortune.

Intakly excand, sithough he left a trait of blood behind him from a wound inflicted by himself in a me unknown manner as he fired three shots at Mrs. O'Connor.

Mrs. Marguerite Baudouine Seiter, daughter of John F. Baudouine, filed suit in the Supreme Court yesterday for a divorce from William A. Seiter, son of the late Col. Charles J. Seiter of Higgins & Seiter, glassware merchants. The papers have been sealed and the identity of the corespondent has not become known. Seiter denies his wife's charges.

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Mrs. Marguerite Baudouine Seiter.

Mrs. Selter, who is noted for her attractiveness, was 18 years old when she married Seiter four years ago. It became known in December, 1912, that the couple when home and begred to be taken back as a hourder. This Mrs. O'Connor refused to do, although she offered him a hourder. As she did so he drew a revolver and shot her three times in the side.

Mrs. Selter, who is noted for her attractiveness, was 18 years old when she married Seiter four years ago. It became known in December, 1912, that the couple when Mrs. Seiter and her infant daughter went to Reno. Nev., where Mrs. Seiter established a residence to get a divorce. After she had served her husband with papers charging abandonment she became reconciled. They lived together until recently.

# An Eight Cylinder Cadillac

The matchless mode of motoring reserved to only a few privileged persons in the Old World (at an almost prohibitive price) developed by the Cadillac Company for American motorists!

Serious minded motor car manufacturers have sought the ideal power principle for fifteen years.

The Cadillac Company has never relaxed for a month, a week, or a day, its patient pursuit of that underlying principle which would prove to be ultimate and final.

In the course of that long journey toward perfection, the Cadillac Company has given serious consideration to every reputable type of motor—endeavoring to scrutinize with scientific impartiality the virtues and the limitations of each and every one alike.

Building and experimenting in turn, with every type from the single cylinder to the six, and from the poppet to the rotary and to the sliding valve, we have been carried forward irresistibly, by the impetus of our own research, to the highest form of frequent-impulse motor—the V Type Eight Cylinder.

It is admitted, we believe, that this Company produced in the four cylinder field, a succession of cars which earned the title "Standard of the World."

Beyond that, loomed for us only one hope and possibilitythe promise of a motor in which there would be no lapse, no pause, no hesitation between impulses, but an overlapping of strokes so complete as to produce a flow of power almost literally liquid in its continuity.

We sought the medium by which the Cadillac would be endowed, not with approximate freedom from gear shifting, or approximate hill-climbing ability on high, or approximately swift acceleration, but with the highest possible form of these three characteristics.

The Cadillac already possessed those qualifications in an extraordinary measure, but we wanted them developed to a point beyond which it was not possible to go.

This requirement pointed straight to an Eight Cylinder Cadillac with four power impulses during every revolution of the fly-wheel.

How fully these luxuries of travel have been achieved, nothing but your first memorable ride in the new Cadillac can

As the Cadillac softly speeds along under the almost magic influence of this new power-principle, you become oblivious to the wonderful mechanism which gives you motion. The sensation is as unique as though you had never motored beforethe sense of floating through space comes to you as it never came to you before.

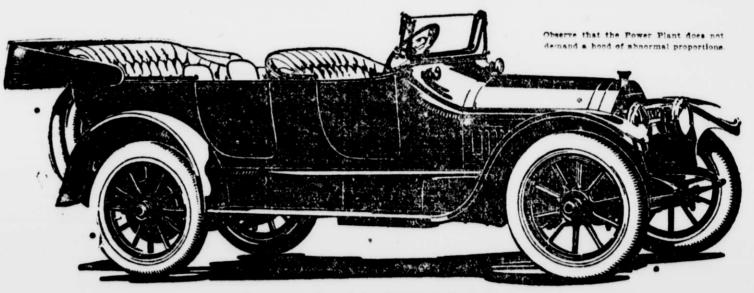
It is useless to try to depict in words, thrills which you have never felt-or to portray a degree of ease which you have never experienced.

Good roads yield up a velvet quality of travel undreamed of. Bad roads lose much of their terror, and hills seem almost to flatten out before you-so easily, so quietly, and with so little effort does the car surmount them.

In operation, you enjoy the extreme of flexibility-from less than three miles an hour in crowded city streets and congested traffic to more than sixty miles an hour on the open highway, without change of gears.

- Comfort is subserved in the highest degree by the absence of vibration and the pronounced flexibility-and, again, by the yielding springs; the ease with which the car is handled and controlled; the smoothness of the worm bevel driving gears, the soft clutch action and the exceptional sense of rest and relaxation.

The supreme motoring experience of your life awaits you when you take your first ride in this truly remarkable car.



Seven Passenger Car, Price \$1975.00 F. O. B. Detroit

# Specifications in Brief

ENGINE—Eight cylinder V type, high speed, high efficiency. Engine and transmission built in unit. Cylinders cast in two blocks of four cylinders each with water jackets and combustion chambers integral. 3 %-inch bore by 5 1/8-inch stroke. Piston displacement 314 cubic inches.

HORSE POWER-S. A. E. rating 31.28, actual, more than 60. COOLING-Water. Two impeller pumps insure proper water distribution. Radiator, Cadillac tubular and plate type.

IGNITION-Cadillac Delco Improved Dual system.

LUBRICATION-Automatic pressure feed by gear pump to crankshaft and connecting rod bearings. CRANKING DEVICE-Cadillac Delco, improved, patented.

CARBURETOR—Cadillac, designed especially for this engine. CLUTCH—Multiple disc, dry plate, type. TRANSMISSION—In unit with engine. Selective type sliding gear, three

speeds forward and reverse.

AXLES—Rear, Cadillac Timken, full floating type; Timken bearings. Front

axle, drop forged, special alloy steel, I beam section.

BRAKES—One internal and one external brake on hub drums; 17-inch by 21/2-inch drums.

DRIVE—Tubular shaft, to special cut worm type bevel gears.

STEERING GEAR—Cadillac patented worm and worm gear sector type, adjustable, with ball thrust bearings. 18-inch steering wheel hinged to wing downward, facilitating entrance to front seats.

FRAME—Channel section, six inches deep.
WHEELS—Wood, artillery type, running on Timken bearings, fitted with

demountable rims. TIRES—36 inches by 4 ½ inches. WHEELBASE—122 inches.

TREAD—56 inches (option 61 inches.)
SPRINGS—Front, semi-elliptic. Rear, three-quarter platform.
CONTROL—Centre control, left hand drive.

GASOLINE SYSTEM-Twenty gallon tank with gauge at rear of chassis.

Fuel forced by air pressure to carburetor.

UPHOLSTERING—Hand-buffed black leather over genuine curled hair and

STANDARD EQUIPMENT—Cadillac "One-man" top, windshield, full lamp equipment, gasoline gauge, electric horn, power tire pump, foot rail, license tag holders, tire irons, tools, including tire repair kit, Warner

# STYLES AND PRICES

Standard Seven passenger and Five passenger cars, Four passenger Salon and Roadster, \$1975 Landaulet Coupe, \$2500. Five passenger Sedan \$2800. Seven passenger Standard Limousine \$3450. Berline type Limousine \$3600. Prices F. O. B. Detroit

# ECADILLAC MOTOR CAR CO., DETROIT, MICH. ≣New York Salesrooms, Broadway at 62d St. 'Phone, 7700 Columbus==

BROOKLYN, 61 Flatbush Ave. Telephone, Main 527.

NEWARK, 232 Halsey St. Telephone, Market 3240.

BRIDGEPORT, 367 Fairfield Ave. Telephone, 214.

CRESCENT AUTOMOBILE CO., 2565 Boulevard, Jersey City. 'Phone, 1776 Bergen.

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